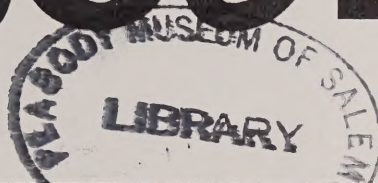




messing about in BOATS

Twice a Month!

Volume 3 ~ Number 4



July 1, 1985





messing about in BOATS

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Our Next Issue...

Will include the annual Small Craft Meet at Mystic Seaport, where, this year, fine weather brought out a fascinating array of traditional small boats from double paddle canoes on through a one lugger power dory up to a Tancook schooner. Other articles will include commentary on the merits of the wooden canoe, a look at a build-it-yourself sliding seat rig; the story of the Friendship catboat; the chronicle of a sailing vacation spent on land; details of some island exploration possible on Cape Cod; and if it all comes together, a story on sailing some kayaks in Narragansett Bay.

On the Cover...

The New England Interscholastic Rowing Regatta on Lake Quinsigamond in Worcester, MA brought several hundred young oarspersons together for a day of racing for the glory of school and team. Full story in the middle of this issue.

Commentary

BOB HICKS



It used to be work...

Rowing was a job until about a century ago, a job that went back a long, long way in history. In its earliest manifestations, it was not only a job but in some cases a punishment, being sent off to the galleys was a form of imprisonment. Some pretty big ships of ancient times were moved by rows upon rows of long sweeps, the trireme was the more advanced form of this human powered craft, the creative engineer/designer of the Mediterranean shipping era was the guy who figured out how to get more than one level of oars out on each side of the ship. Eventually they were up to three deckers.

Now in our comfy convenient times rowing is fun, a sport. It is credited with exercise benefits too, of course, and the rowing machine is a long established indoor exerciser used by people today who never go near a boat. Rowing is a funny sort of fun, in some ways. I haven't been able to come up with any other significant human recreational activity that is performed going backwards, for example. And even though it is fun, and a sport, it is also still something of a job. It is a repetitive exercise in applying one's body to propelling one along aboard a craft. The progress can be somewhat monotonous, unless it is a rough day out on the water. Then it can become even frightening.

Similar physical efforts undertaken as sport that involve moving along one's body, such as bicycling, provide more variety of experience. Sometimes you strain an extra amount uphill, but other times you hurtle off downhill at serious velocity. Even jogging tends to provide more variable experiences. Cross country skiing. And paddling a canoe or kayak, unlike rowing, shares the common experience of those other activities in that you are looking where you are going.

So rowing seems like it should not have endured, but it is prospering, enjoying a resurgence in popularity. It can be enjoyed in solitary fashion or as a collective team effort. The olden collective effort of 400 sweepmen in a trireme is probably not due for resurrection, but the modern day eight oared shell provides a taste of that experience.

Watching the young adults at the recent Interscholastic Rowing Regatta covered in this issue was illuminating. Here were a bunch of modern youth, often bemoaned over by the older generations as lacking in various character traits, working together in true teamwork to propel rather exotic boats down a fairly short watercourse for personal satisfaction and group school glory. They worked hard. Not just the physical effort required, but the concentrated teamwork to get all that effort coordinated most effectively. Unlike other "team" sports, in which usually some participants are more important than others, those in an eight oared (or four, or two even) shell are equal. Sure maybe there's some difference in absolute physical power each applies, but the coach has moved the crew around until it all comes together in a true team.

So here they go off down the lake, only the coxwain, their human metronome and onboard cheerleader seeing where they are going. The reward will be in the conclusion of this event and in the cumulative conclusion of the season of such events. There's no professional future out there in big money land waiting for the competitive oarsperson. Yet it will grab some of these young people, and 30 or 40 years from now those will be still rowing out there in a "senior" category, still for its own reward. The rewards of rowing do seem to endure.





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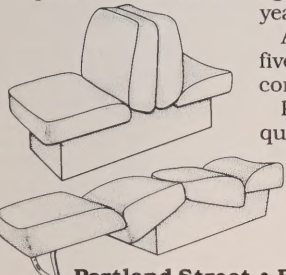
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Despite the lonesome appearance of the fleet gathered on West Beach to depart for Misery Island out there and participate in the First Ever Great Misery Island Rowing Race on a squally Saturday in May, eventually twelve boats and sixteen mariners took part. Afterwards, organizer Henry Szostek was enumerating the various people and boats that had turned up and at the conclusion of his listing, he paused for a moment, musing, and then added, "and then there were these two guys in the aluminum canoe . . ."

Tom and Ken Go to the Races

After the Traditional Small Boat meeting, the mate and I went to the Four Winds Tavern to look over the instructions we were given in preparation for the race. After several drinks we decided to make all major decisions the very last minute, including what we would row in the race. Something between my coracle and his schooner. When we left, the instructions stayed in the Tavern. On the morning of the race, there was more confusion than was expected.



The mate phoned, asking sleepily, "Well, what do ya think?"

"You're supposed to be here by now", I said.

"The race doesn't start 'til 1:00."

"12:00, on Misery Island."

"Alright, alright. Are you still going?"

"Of course."

"You're crazy. It's raining. Small craft warnings."

"It could stop when we get there."
"You're crazy, but I'll be right over. Should I bring anything?"

"Anything you think you'll need."
"Right."

He arrives at 11:00. We throw a canoe on top of his car in a light rain, tossing paddles, gear and life jackets in the back.

"Now, don't drive like a maniac. If we're late we can walk around the island and watch the race."

"Oh, don't start telling me what to do!"

We pull out onto the main street.

"Which way do I go?" he asks.

"Take a right."

"128 or 127?"

"127. Now, I'd take a left through Peabody."

"I'm going straight."

"Alright . . . why are you taking a left now? You should go straight."

"127 starts at Salem College. And where is Salem College from here?"

"Back there, we passed it."

"There's the Witch House. How do I get to Bridge Street?"

"Left, then a right."

"Ah, here we are," said the mate. "See the sign, 127? You thought I didn't know where I was going didn't ya?"

We were supposed to meet at the Manchester Yacht Club but a beach was mentioned that could be used for parking and launching. We came to the beach first. A few trucks were parked there so we pulled in and I questioned a passerby.

"A few small boats left from here a while ago. They're out on the island now."



"Thanks."

We unloaded the canoe, piled everything in and carried it to the water's edge.

"I didn't bring a life jacket," the mate says.

"I brought two."

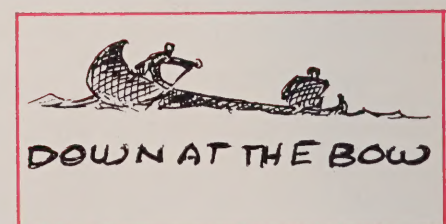
"Great. They're good to sit on."

"You should wear it and kneel in the canoe to keep the weight low."

"You wear it and you kneel. I sit. Where do I sit?"

"In the bow."

He got in and the bow sank in the water and buried itself in the sand. I waited for the biggest wave to break it free and shoved off. The canoe was down at the bow.



"When we get to the island, we'll change places. It'll balance the canoe better," I said. "Keep your paddle on one side. Don't keep switching sides."

"Oh shut up. I can't get my legs under this seat. You know, I got a feeling we're not supposed to be out here in a canoe. Look at those waves breaking on the island!"

"You're right, I'd feel better with another boat alongside or even watching us, for that matter. We'll stay offshore and circle the island. Were you ever on the island before?"

"Years ago."

"Is there a beach on the far side?"

"I don't remember."

We rounded the northeastern point into the ocean swells. There was a smaller island ahead and waves were rolling through the gut away from us. We couldn't see if they were breaking. Keep the stern into the waves, I reminded myself. We surfed a few small waves and were through. A beach opened up to our right where a small group of people were assembled around a fire. There was an assortment of pulling boats on the sand. When we beached the canoe we were approached by a committeeman.



"You cut that thin."

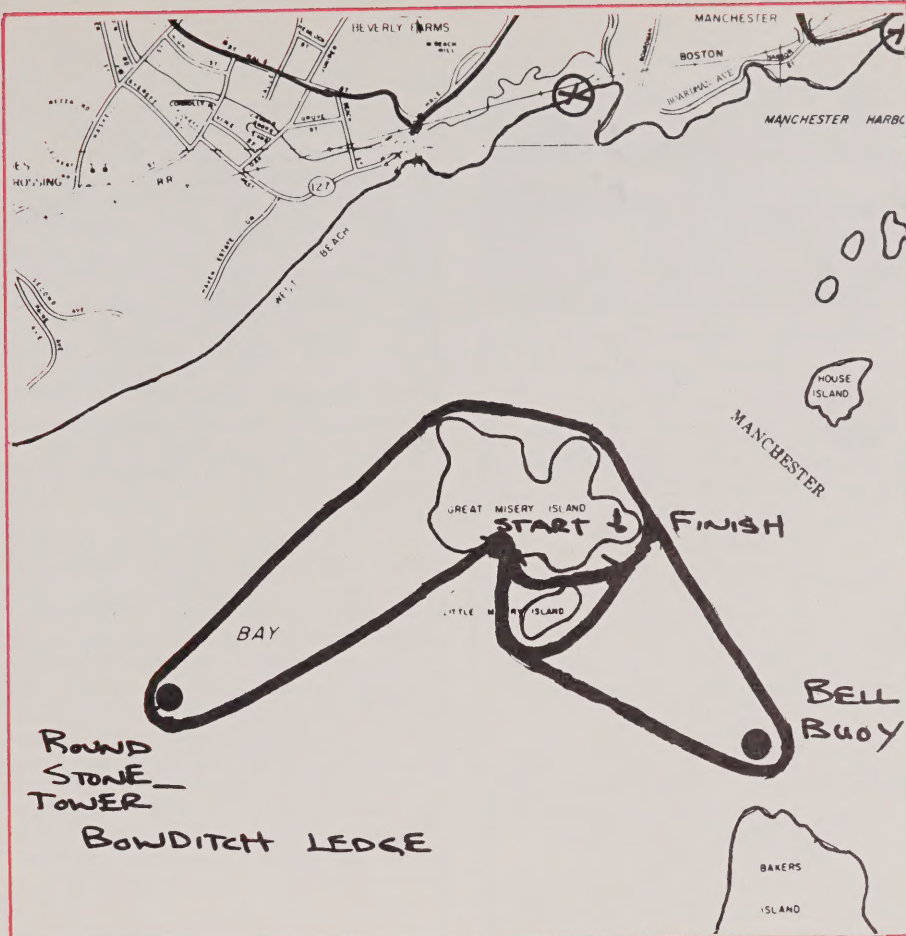
"What time is it?" we asked.

He looked at his watch again. "12 noon, starting time."

Henry, the organizer of this race, climbs on a rock and gives a blast on his Viking horn summoning the reluctant racers. The sun appears briefly to herald his speech and revitalize the audience.



"There are two courses," he proclaims. "One long one for the fast boats and the other short for the slower ones. We'll all start together. The finish line will be the same for all boats. Good luck. We'll all meet back on this beach for refreshments, awards and festivities."



The sun disappears, a fine drizzle descends. There is a muffled sound somewhere between a cheer and a groan as we make for the boats.

At the line we wait for the starting gun that will be fired from a ketch. Henry waves his cap to indicate we are ready. Nothing happens. He waves again. Nothing. We stare at the ketch where a man stands on the bow.



"I'm really worn out now," the mate says, "and the race hasn't begun." "You'll feel better when the race begins."

"What happens?"

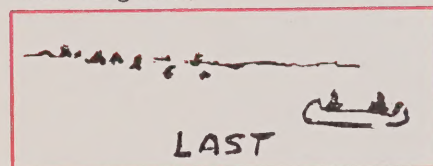
"You get numb from the pain."

"Great."

"From then on you don't feel a thing."

Soon there is a billow of smoke and the sound of an explosion. We still sit staring at the bow of the ketch. Finally

started into the realization that the race has begun, we begin paddling frantically. Rounding the smaller island, we stay as close as we can to cut down the distance. Nevertheless, the other boats steadily pull ahead leaving us in last position. And I hate being last.



"I'm not changing sides with my paddle 'til you change, damn you," the mate says boastfully.

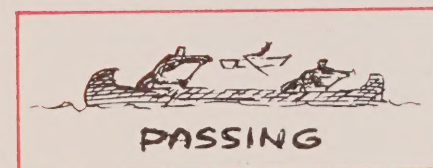
"Good," I say to myself. "I'll stay on this side 'til my arms fall off."

A little while later he mutters this time, "Damn you, I'm not changing." There is a small young girl ahead of us now rowing a pram.

"She seems to be faltering," I tell the mate encouragingly, "put your back into it."

"I can't keep this up."

"We're catching her, we won't be last! We'll have the tide when we round that point and after we round the next one we'll have the wind with us," I exulted.





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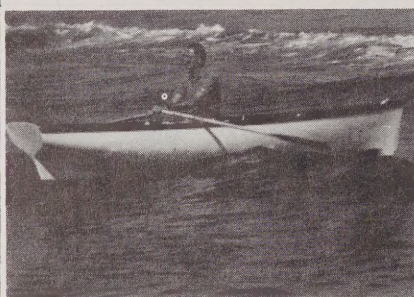
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"Then we'll have everything against us going for the finish line."

"By then you won't feel anything at all and won't be able to stop paddling."

The heavy mist turns to drizzle as we round Great Misery. Low, ominous clouds circle as we head for the channel marker. Here we pass the young girl in the pram, she's rowing slow and steady escorted by her father in his motoring catboat. One of those Gloucester Gull dories has already rounded the stone marker on Bowditch Ledge and is well out in front heading for the finish line. He's followed by the kayaks. The sliding seat boats are still not in sight. We round Bowditch Ledge and head for the finish.

"Don't look around," the mate warns, playfully. "She's gaining on us. Paddle faster."

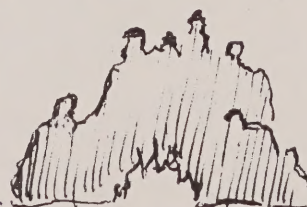
Now Henry charges by us in his sliding seat peapod, panting. "Too early in the season, I'm not in shape." Then a two man boat passes us. We finish between Great Misery and the ketch. We show our number 11. Our picture is taken officially documenting the event. We beach the canoe by the fire and the beer. I climb out painfully. There is no sensation in my feet and my arms are limp. My only consolation is the realization that the mate must be in worse condition. The rain is now wind driven as we stand around a fire that is giving no heat.



FINISHED

I start getting chilled so I decide to move around and explore the island. Islands are fun. You can never get lost. Yet you don't know where the aimless appearing paths will lead you. Everything is strange and new. You suddenly come from a heavily wooded area to a cliff or a beach. Then just as quickly back into the confinement of the interior. The rocks and grass are wet. My foot slips and I take a hard fall.

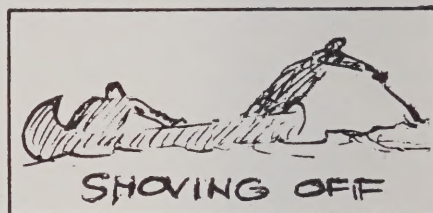
"Lousy shoes," I exclaim, never admitting that I am cold, tired and careless. My left leg and hand hurt and I limp back to the beach. We stand around like seabirds in the now steady rain wondering why we are here. I drink a half can of beer as conditions worsen.



SEA BIRDS

Henry demands attention. Refreshments and festivities are over. Awards time. The Gull Dory gets first place, a plaque with a carved oar upon it. Second place goes to a kayak. Henry takes third place himself mumbling something about good sportsmanship. With a feeble cheer we return to the boats and push them back into the water.

I walk to the bow of the canoe and feel it respond as the mate gets into it. There is a grating of sand amid grunts. I turn to see the mate standing up with his back to me, shoving off. Oh, what's going to happen when he has to turn to get in and sit down? I prepare myself for a capsizing. Miraculously, there was no mishap. I couldn't believe it.



All the boats started eastward to go between the two islands and stay on the lee side. We adventurously decided to go west into the rising wind and sea thinking we would have the wind on our quarter for the long haul to the shore. I'm grateful that a kayak escorts us. We inch forward when the wind abates, and when it gusts we stay in place still paddling. The catboat hails us. "Are you alright?"



"Of course," we reply not too confidently. From there on it's a long pull to the beach. The wind wants to blow the canoe to Gloucester. We finally manage to drag it up onto the beach. I go to the bath house to change into dry clothes. The mate has brought none, affording me more sadistic pleasure.



SADISTIC PLEASURE

In the now heavy rain we lashed the canoe onto the top of the car, threw the sopping wet gear in back and drove meanderingly home with the satisfaction of realizing it was all behind us now, and the pleasure of knowing that we had done something else foolish for no damn reason at all.



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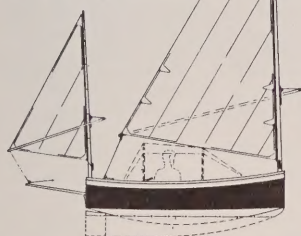
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"ALL SORTS"—An All-Purpose

SOME years ago I built a little boat that was quite dandy for use as a dinghy. She was a combination sailer, rowboat, or tender. Being portable she could be thrown onto any old pair of wheels and be trekked to parts unknown for high adventure.

As I used her I found that this point could be improved, and that point, and so I resolved one afternoon while sailing on Ottertail Lake in Minnesota to "git behind th' new project an' shove." So I did. The resulting design is shown right here. Her name is "All Sorts."

This final evolution is a grand little boat. She is ten feet long, and 44 inches beam—very generous width for a boat so small. She will weigh less than 60 lbs. and is therefore portable. Because of her construction, which is typical of the Long Island long-shore boats, she is very very rigid and stiff and will take a lot of jumping and knocking about on a cross country trek.

Her materials will cost about \$15 for lumber and about \$5.00 for brass screws and other

hardware. The sail can be had here for ten bucks if you want to buy a brand new one from the magazine, and the iceboat attachment will cost according to the going wages for local blacksmithing in your community.

"All Sorts" lays her chief claim to fame in her versatility. She is at once a portable fishing and rowing skiff, or an excitingly capable little sailboat, or an outboard, or an iceboat.

Here is how she was built.

After the idea was reduced to drawing form, I decided to build one of these little critters to see how she'd work out. At the Mechanical Package Magazine Experiment Station Sam Wing and Maurie Lonn were equipped for a job like this, and I asked my brother editor, Don Cooley, who runs that there M-M book, if he didn't think he'd like to build up "All Sorts" to show his readers just what a swell little boat could be used for. He did. So we started work.

The lines were laid down full size on brown wrapping paper. In other words the drawing of the sheer profile and the half breadth plan were laid out from the table of offsets.

By this means the drawing was reproduced the size of the boat. The offsets table, let me explain, is no mystery. It is a tabulation of the dimensions of the frames done in simplified style. Thus it avoids a lot of confusion of dimensions crossing and re-crossing one another.

For instance, you can see where the baseline is laid out on the profile drawing on page 80. Six inches above this is the water line. Then six inches above this is water line No. 1. The dimensions for the curve of the stem are shown. The stations are 24" apart. On each of these stations there is a height. For instance the height of the sheer line at station No. 1 reads 1-8-4 on the offsets table. This means that the dot through which the sheer line must pass on station 1 is 1 ft. 8 ins. and 4/8" (or 1/2" in other words) from the baseline.

At station 2, the height of the sheer above the baseline is 1-5-5, or 1 ft. 5 ins. and 5/8" as all dimensions in the table are ft.—ins.—8ths.

By following out this reading of the offsets table the full size set of lines is laid down.

These lines must be laid down. One cannot build a fair boat without the full size line drawings.

One word of explanation: If the batten you use to draw around will not bend through each point given in the offset table fairly, average the lineup—fair it up—the offset table can be and very often is wrong. The whole purpose of the laying out is to fair the boat up on your own floor before you use the full size drawing for patterns for the molds and for the stem.

Stem Is Next

When the lines are laid out, cut out the stem just as we did. This is a piece of 1 3/4" thick white oak. A piece 1 3/4" by 8" by 2" will give a piece for the stem. Lay this piece under the lines drawing and drive brads through the stem profile. Then pull the brads out. This will show a pattern of nail holes which can be sawed to shape on a bandsaw, or by hand.

Then cut in a rabbet, just as we did, by making a fid as it is called, just the thickness of the topside planking of the boat, and setting it into the wood at the right angle, the depth equal to the thickness of the planking.

Next, as shown in Fig. 1, arrange a strongback of 2x12" scrap lumber which is fairly straight. Space off the stations, and make temporary molds from the lines drawings of the sections. It is around these molds that the planking is bent. The thickness of the planking, 1/2", must be subtracted all around the mold, as the drawing is to the outside of the hull. Then your setup will look like the photo, Fig. 2.

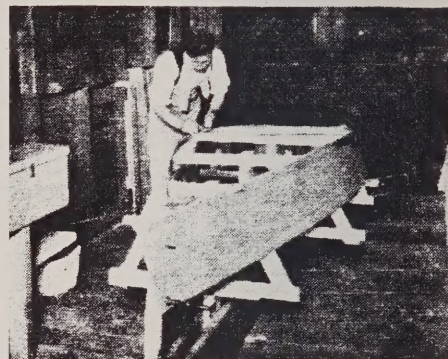


Fig. 2. The strongback is lowered to the floor. Chine pieces put around the molds and fastened to the transom. Then the bottom strake of planking is bent around and cut to shape, later being fastened.

The transom is made of 3/4" mahogany or oak, well cleated together and fastened with 1" No. 7 brass screws. I suggest 1/2" by 2" cleats running around the edge of the transom, and the above fastenings used.

Chine Piece Is Next

Next you will bend in the 3/4" by 1 1/2" w. oak chine piece. This is screwed to the stem which has previously set in between the members of the strongback.

The chines are fastened both at the same time with 1 1/2" No. 8 brass screws, well countersunk. Then the pieces are sprung back around the molds which have a 3/4" x 1 1/4" notch cut in them at the proper bevel to let the chine pieces in. The chines are set into the cleats on the transom. If you find the wood will bend easier toward the bow, you can taper the pieces the flat way down to 1/2" thickness.

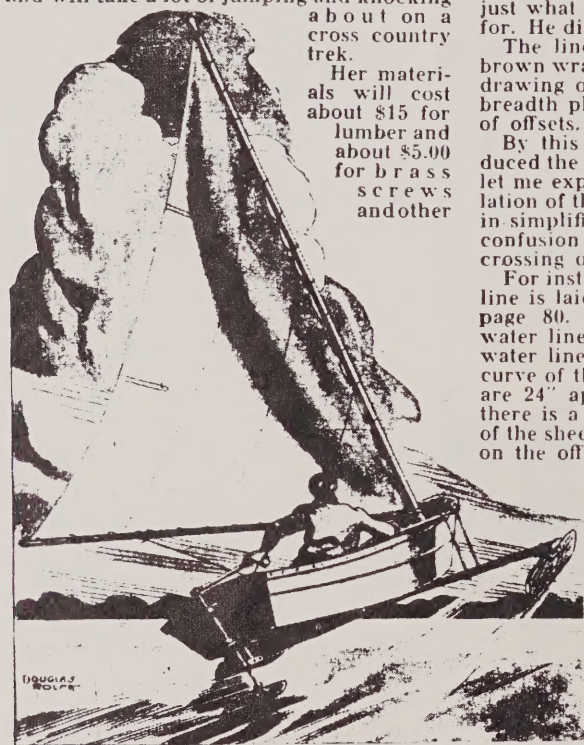
Then the side planking goes on. The larger pieces at the bottom go on first, then the top or sheer strakes, as they are called.

Along the chine at 2" intervals the bottom planking is fastened with 3/4" No. 7 brass screws.

The seam here should be payed with C quality Jeffery's marine glue from an ordinary oil can. Just a thread should be payed out between the surfaces as the plank is screwed home. The glue will first pread of its own accord and then will try in a rubbery plastic state which will keep all water out. This treatment is necessary in a small boat which is in and out of the water a lot.

Where the top and bottom strakes of planking lap, especially amidship, it will be well to bevel the bottom strake a little so that the seam is flush when the top strake is fastened on.

The top strake is screwed to the frame with 3/4" screws, and between frames it is fastened with copper covered clout nails 3/4" long. These can be had at or through our local hardware store. If they haven't them in stock they can get them for you.



"All Sorts" as an iceboat. With a minimum of extra gear this fine little sailboat can be adapted into a really fast iceboat in which one man can ride.

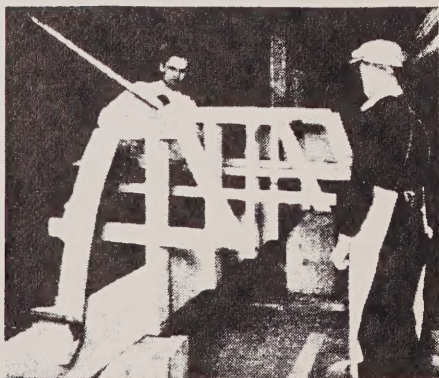
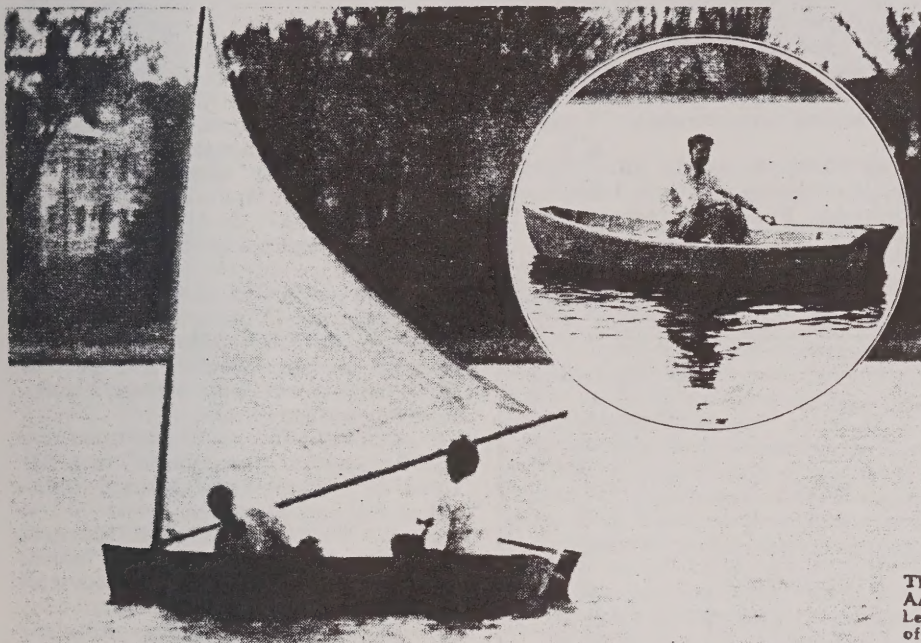


Fig. 1. Showing how stem and the molds are set up on a strongback after the molds have been made from the full sized lines drawing you make from the table of offsets.

Boat by WESTON FARMER



The author at the left and Hudson Keith, of the Packmag Experiment Station, launch the boat at the door of the Station. Just like dunking a doughnut!

The inset shows "All Sorts" as a plain tender or dinghy. As such she'll make a portable little rowboat or fishing boat. Left center shows her with two aboard sailing on The Lake of the Isles, Minneapolis. She furnishes splendid sailing.

Plane off the planking flush with the hine piece and then you are ready for the bottom.

These are pieces of spruce $\frac{1}{2}$ "x4" in width. Spruce or cypress is the only wood to use here. Pine is too soft and will pull the fastenings.

The planking is started at the bow, and worked aft. See Fig. 3. There is about $\frac{1}{16}$ " opening or outgauge left in the seams of the bottom planks and the seam is oiled with a bead of Jeffery's C Quality marine glue.

After sanding, the boat is taken off the molds and looks as shown at Fig. 4.

Next the trim such as gunwale, oarlock rails, centerboard trunk (see Fig. 5 and Fig. 6) are put in. The gunwale is riveted with No. 10 copper rivets over burrs. At this stage the boat, ready for the mast, rudder or iceboat attachments, looks like drawing on page 80.

The center board is 30" long by 11" wide by $\frac{3}{8}$ " thick oak. In order to keep it sunk and in order to prevent it creeping up into the trunk while sailing, you should pour lead into a recess as the draw-

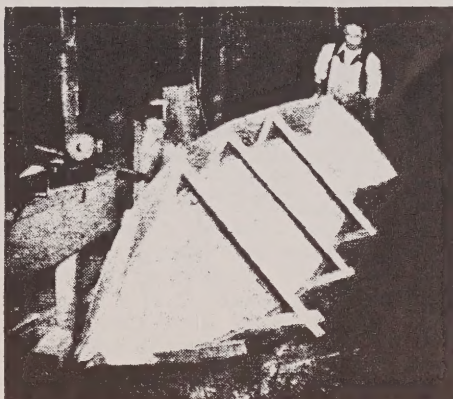


Fig. 4. The job has been sanded. The molds are knocked out. Here boat is being turned to light ready for operation.

ing in Fig. 6 so clearly explains.

The sail plan and all details of the sailing equipment are shown in that drawing.

The sail of 6 oz. canvas is something that better be bought. Of course, if you want to

build it yourself there is nothing that will prevent you from doing it, but it will look like sin and will not have the proper draft. Sailmaking is an art, no less.

We can furnish this sail with all bolt ropes and the lacings for ten dollars. Not that we want to make a business of this sort of thing, but in times past we have had readers write in and be very disappointed with the results of their home-made sails, so we arranged with a well known sailmaker to handle the jobs and turn out the canvas for this figure.

If you try to make a sail at home here's what will happen. You will lay out the sail, cut the cloth, and like as not, without some article to help you place the selvages and the warps in the correct slant, the sail will sew up unevenly, and when the first tug of wind hits it it will pull unmercifully far out of shape. A six-ounce sail, which means that the cloth weighs six ounces to the yard, will be a hard thing to sew up straight, too.

Never yet saw an amateur sewn sail that was a credit. The idea that most anything that draws wind will sail is correct. The idea that most anything that will draw wind will sail *well* is not correct. A few bumps, a few unevennesses in the surface, and gone is the pulling power of the sheet.

Better let George do it and invent the price of a sail. This is not drumming—we make not a penny on the deal, but it is an earnest desire on our part to see the reader with a perfectly fitting suit of sails—and at prices that a year ago would have cost thirty dollars.

The same line of thought holds true of the matter of the bronze fittings used for the iceboat and the rudder fittings used for the sailboat. We can furnish the stuff here for about three dollars per set, and wish if you are building the boat that you'd address Sam Wing, 529 So. 7th St., for a quotation. It only costs a stamp.

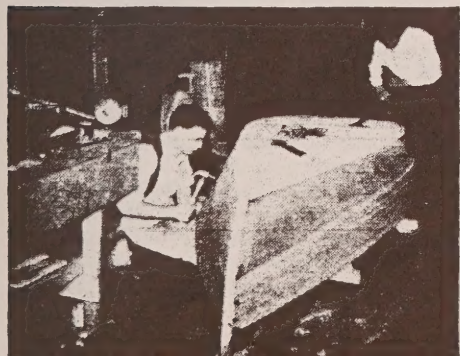


Fig. 3. How "All Sorts" looks when the topsides have been planked and the bottom is laid on athwartship, or "crosswise" as landlubbers say.



Fig. 5. Fitting in the centerboard and mast step at the Experiment Station. Note the use of C-clamps while setting down the brass screws.

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If you enjoyed this reprint of an old Weston Farmer article from 1933, you might want to look over this listing of similar reprints that Weston Farmer Associates is offering. This is the family business, gathering together Dad's best materials and offering them to a whole new generation of old time boat nuts.

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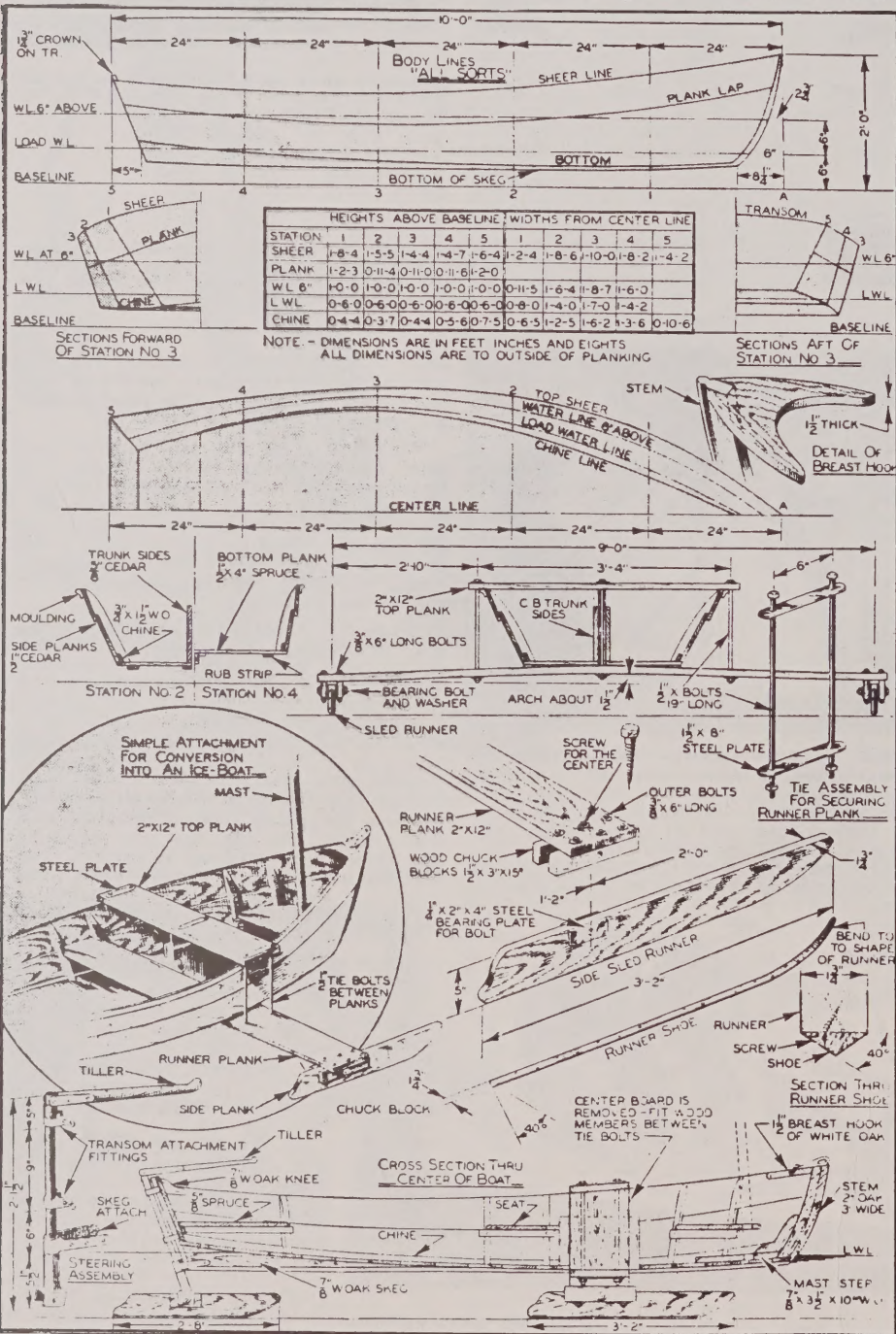
2) SCRAM, 15-1/2 feet of dynamite runabout. Designed originally for converted Model A power. Article includes detailed steps of marine conversion. Lots of photos and drawings, including con-

struction details. 12 pages, \$12.

3) ROB ROY, a combination canoe and kayak. "She's a combination boat with two sheer heights. You'll use her as a one or two man canoe, a one man row boat or even as a large kayak," says the designer. "You'll launch and get into her just as you have bullther, like a porcupine makes love; carefully." 6 pages, \$6.

4) WINK, a speedy little hydroplane. 32-40 knots with Gray Light Four or Universal Bluejacket respectively. 5 pages, \$5.

5) MAYFAY, a cute little 17' lapstrake cruiser that will do 17 knots with an Elto 18hp quad. This ship is really



prettier than she looks in a picture. Back in 1927 she was put together for a materials cost of \$90. When plans were published in HOW TO BUILD 20 BOATS in 1933, it was \$40! 6 pages, \$6.

6) PIUTE, a sensible deep sea run-about. Power: 20-30 hp such as the Red Wing AA or Kermath Vanadium 20, or modern equivalent, of course. Lazarette has a little galley so you can warm up a lunch. 6 pages, \$6.

7) POP GUN, a sweet little motorboat with an air cooled engine, Briggs & Stratton 1 hp. 5 pages, \$5.

8) SEZ YOU, a slick little sea sled that goes like "60" with a low powered outboard; she'll plane with 4 hp! (If they are honest). She'll do 17-20 knots with 4 hp and 35 knots with 10 hp. 4 pages, \$4.

9) ALL SORTS, featured in this article. 6 pages, \$6.

10) **SIMPLEX**, 18' military type outboard cruiser. Beam 7", 6". Speed to 26 knots with two 25 hp motors. 2 bunks forward. 5 pages, \$5.

11) WHISKEY, light, fast car top boat for general "knockabout" use. 14' LOA, 52" beam, 15" freeboard amidships. 4 pages, \$4.

12) WHISTLER, 15', 9" LOA run-
about of strip construction, 5', 6" beam.
Very trailerable. Speed to 22 knots with
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13) JENNIE, 8' pram in article entitled, "How Prams Are Built." Full plans, construction details. 6 pages, \$6.

14) SCAMPER, in article entitled "How To Build A Strip Boat." Many good photos and line drawings showing construction details for this lovely outboard boat. 5 pages, \$5.

15) KATUSHA, her name means "Sweetheart" in Russian. A sweet little 19' tabloid cruiser complete with full size bunk, stove, sink and icebox. Beam 6', 7". Power: Gray Light Four or equivalent. 5 pages, \$5.

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20) SHORE BIRD, here's a flat bottom "Grain Belt Yacht", in the words of the designer, for those lazy fishing days with a beer, out for sunnies or perch. As easy building as baiting a hook, she features a built in live bait well. 5 pages, \$5.

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Rowing for It

Report & Photos
by Bob Hicks

When the 6 boats, each with 8 muscular young men aboard, were all aligned on the starting dock at the north end of Lake Quinsigamond in Worcester, MA, the line referee hailed the start that all were ready, held stern to the dock by youngsters from nearby St. John's High School. The needle nose bows, most carrying the names of the donors of the boats, were in line over 60 feet out front. On the starters shout of "Go", 48 backs and 96 arms and 96 legs got into it and in a rush the eights were away. Our launch revved up and moved in behind and I was impressed right off that we weren't just catching the shells right up and idling back. The young men were at about 40 strokes a minute getting away on the 1500 meter straightaway sprint and that was up around 14 miles an hour! These boats were moving!

It was quite an afternoon for me. On board the head referee's launch I got really close up impressions of young people, men and women, rowing for sport in interscholastic competition. The event was the New England Interscholastic Rowing Association Regatta, and from 8 a.m. to 6 p.m. over 50 races were run down the narrow lake, clicking off in metronomic precision. "The event is at saturation level," head referee John Chandler told me. About 900 oarspersons, high school ages but mostly prep school students. Close to 200 racing shells, fours and eights, with a handful of singles. "We had to drop the doubles and some of the consolations," John went on. "Just no time."

As the six straining crews pressed on down the lake, we followed right in behind the leaders, they did begin to pull away even in this just under one mile distance. "So what's there to referee in this event?" I had to ask. The boats were each in their own "lane", plenty of room on the lake for six abreast. "Mostly the odd crowding when one boat moves in on another," John explained. And there's the fair start decision, should anything go awry in the first 30 seconds with any boat, there's a restart. After that, it's go for it. In a later race, the Andover Academy four suffered a broken seat within that 30 seconds of grace, and all the boats had to come back to restart.

The Quinsigamond State Park was packed with the fans, mostly families and friends, obviously, but quite a crowd. It was obvious that mum and dad were there with also plenty of grandma and

grandpa too. It appeared that a number of the Class of '38 or '54 or whatever were there in support of the current generation. And the officials were all volunteers from the ranks of former prep school and collegiate crew. It was a very family oriented affair with, of course the interscholastic sport emphasis. As I watched the young people go at it all afternoon I again thought of the fact that there's no professional future in this game, there were no Doug Flutie's out there bringing down a shower of money on alma mater before going on to the megabucks pro contracts. These young people were fulfilling competitive drives for the thrill of it. Many would go on to college crew, of course.

No shower of money. Yet, here are all these marvelous, exotic boats. The close up view of a 60 foot long eight oared shell is just mind boggling to me. They are beautiful craft, very narrowly focussed of course, but gorgeous. And expensive. Then you notice the names on many of them, "Robert S. Tunesci," "Joseph S. Falco." "This sport inspires a lot of lifelong loyalty," I was told. The boats are virtually all given to the schools by alumni, individually or in group efforts. At \$5,000 and up each, this is really putting your money where your heart is.

Lake Quinsigamond has long been a rowing regatta site. Six miles long and about a quarter mile wide, it seems like a river but has no current. It runs north south and its fairly high shores shield it pretty well from strong winds, the southwesterly can blow up against the races, but the fetch isn't enough to build waves sufficient to give the shells a lot of trouble. May 25th was golden, a light southwesterly in mid afternoon, bright sun. The course starts from a float moored just south of where I290 crosses the north end of the lake. It finishes opposite the assembled multitude at the state park floats and beach, just north of the Rt. 9 bridge. The drama is at the finish of course, and it is a very appreciative crowd as several shells pick up the stroke for the last few hundred feet to settle a close one.

The women are there in nearly as many numbers as the men. They are all of high school age, 14-18 and I kept calling them girls and boys, but the program lists them as men and women, so I hasten to concur. The advent of the women in to the sport in the mid '70's created a rejuvenation. Fall off in interest in crew

by the young men was reversed when they saw the women turning out in ever increasing numbers. It's a sport women can do very well in, not absolutely as fast as men because of their smaller musculature, these young women were, to the eyes of the uninitiated such as I, equal in determination and in skill. They moved right along. The men's record of 4:21 compares with the women's record of 5:04. Fast!

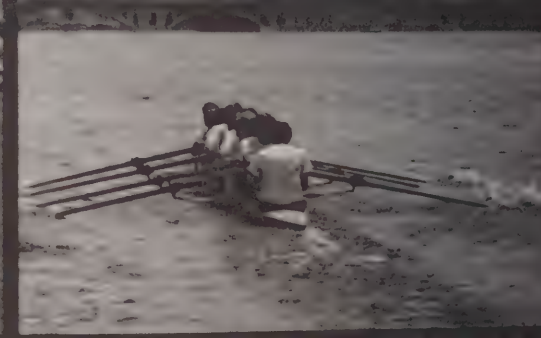
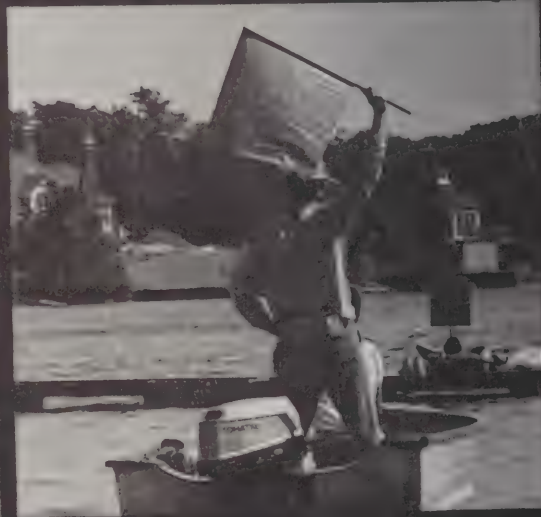
The structure of the racing is a bit complex, but in essence it provides a school versus school competition, over 30 private and public high schools are involved. It also provides an individual team reward in several categories, four and eight oars, men and women, first, second, third and sometimes fourth level crews within each. And the smallish singles turnout. So at day's end, there are winning schools in fours, eights, men and women and singles. And there are winning crews within each.

The season begins in mid-March and winds up by June when school's out. "We're not interested in early burnout," one official told me. "These young people still have college ahead, and in the prep school environment, emphasis is on going out for several sports." The crew members might do hockey in winter, lacrosse in fall, crew in spring. Then in college the season gets more involving.

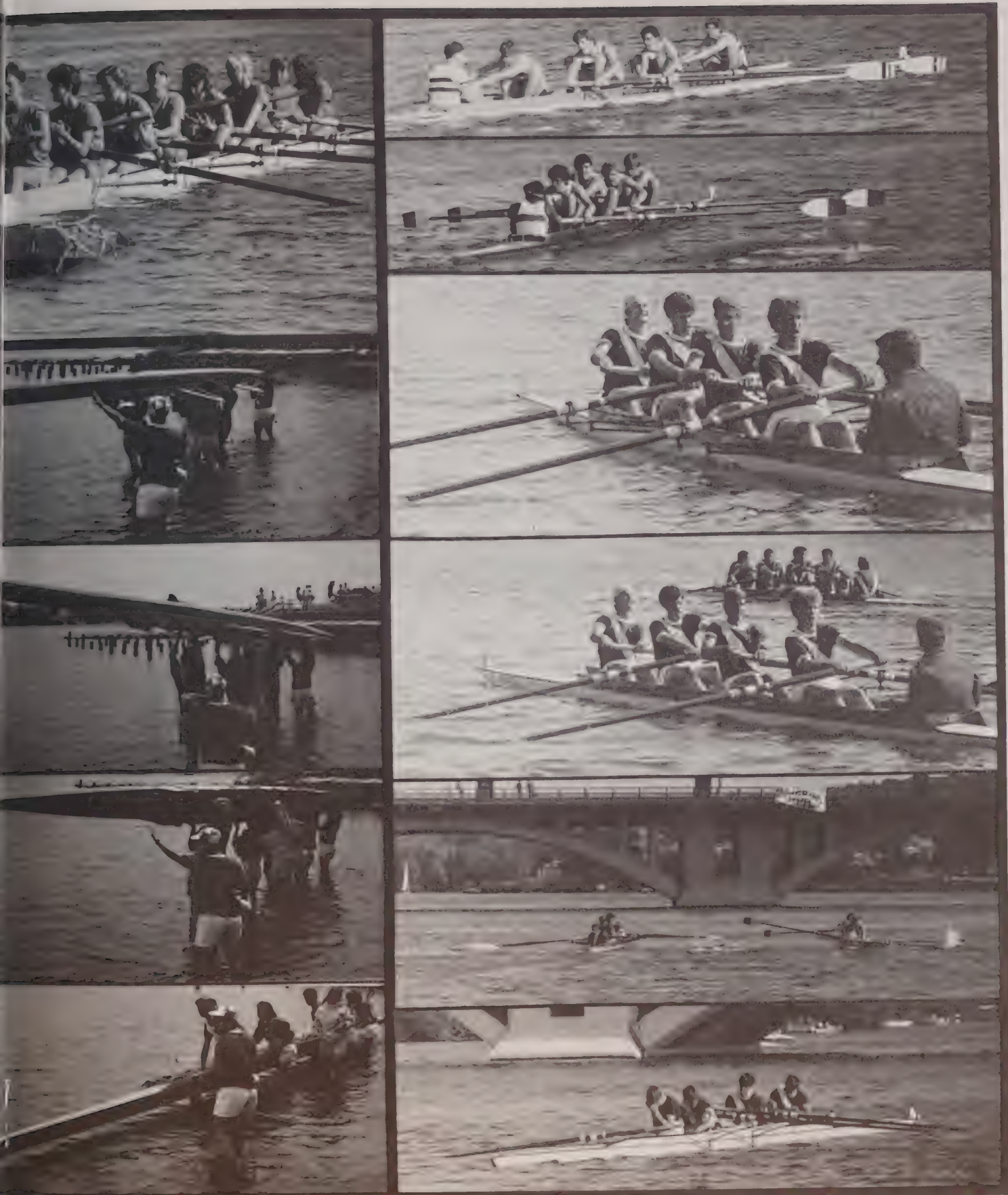
There are surprisingly few restrictions on the boats. There's a minimum weight for singles. No sliding riggers are allowed. Length, hull shape, beam, etc. are all unregulated, the parameters have long been established by the physical dimensions required to fit four or eight oarspersons onto a boat that would slip through the water (these are displacement hulls) at a maximum speed. So they all are pretty close to one another in appearance and in technical detail. Some are all plastic, others are cold molded wood. Most are one piece, but some were two piece for travel and storage.

While several of the schools are public high schools in Connecticut, the majority are private prep schools. You can draw the conclusion that this is a sport for relatively affluent people, and be correct about that for the most part. What's nice about that is that all the people involved seem to really love these boats and the using of them. A sport that generates no cash flow for the schools, it has to be supported by its adherents. The young men and women I saw on this sunny spring afternoon were enjoying a truly amateur sport with quite a lot of help from their friends, those who had been there before and had come back to financially support the boats and gear it requires. None of that "generation gap" stuff here.

Motoring along behind crew after crew during the afternoon I could sense the rush these young people must be experiencing. Almost. Now, to be in that coxwain's seat as eight strong young people each grab a big handful of oar and that sleek 60 footer accelerates away up to 12 to 14 miles an hour down that lake, THAT would really be sensing the rush, as much as a sedentary middle age guy who never rowed crew ever could.



Top left: Four pairs of shoes await their wearers in this four. Top center: Men and women, or boys and girls, whatever you call them, they sure do make these eights go. Middle left: That's an eight being carried along, over 60 feet long. Lower middle, the starter ready to drop the flag, and an eight nicely synchronized closing on the finish line.



Center column: A women's crew launching their four, carry in, hoist it, flip it, place it gently on the water. Right column: The fours in action, as the six crews move down the 1500 meters the effort is all out for about 5 minutes, near the end the boat on the right badly misses its rhythm as it gets too close to its neighbor. After it's over, the strain makes itself felt.



Thacher's Island Expedition

At last everyone was just about ready to go, most of the boats were on the water. Then Chuck came down the bank from the gravel parking lot and shouted at Henry to sound his horn to call back the paddlers. The cops had arrived and announced that the cars would all be ticketed for illegal parking if they weren't moved. Chuck sounded a bit as if he wasn't too surprised, even here at Loblolly Cove in Rockport, MA, a long way from his greater New York City paddling area.

Don Jones was pretty upset. He had arranged three months before with the Thacher Island Association to bring a crew of kayakers out to Thachers to do some early spring volunteer work on the

island, and they had assured him that he could park at Loblolly Cove, the sticker parking rules not going into effect until just before Memorial Day. Well, the sign was up on April 27th! So the cops came. So the cars all had to be moved to the railroad station four miles away, and so I provided the shuttle car.

Well, this meant the mid-morning start was delayed until after noon, but at last the half dozen paddlers (and one oarsman) headed out on the weekend expedition. Only a half mile out to Thachers but the overnight meant taking along all the gear. By one p.m. the boats were ashore on Thachers and it was volunteer time.

Thachers Island is owned by the town of Rockport, has two old granite lighthouses on it, has the Whittaker family living there year round as caretakers, enjoys summer only ferry from Rockport of tourists. It has a local support group, and some enthusiastic local small boat people who enjoy the island. Don Jones figured with his friend Henry Szostek that it would be a nice gesture to give the Whittakers a hand for a day on some of the work the island always seems to need doing. And so the Thachers Island expedition of April, 1985.

Well, they built a timber bridge over a gully, broke up about 200 feet of old concrete walk, watched the sunset from the top of the 100 foot north lighthouse, camped overnight in the quiet of just the sounds of the sea. And by noon on Sunday they were afloat again, now it was play-time. Don and Janice Jones and Bill and Janice Lozano in double kayaks, Chuck Sutherland and Lou Perez and Don Betts in solos and Henry Szostek in his 21 foot sliding seat pulling boat.

Paddling around Thachers the kayakers got playing in a slot between two rocks where the surge made an interesting sluiceway. Ride it in, ride it out again. "Hey, Henry, bet you couldn't do this with that pulling boat!" "Don't know why I should!" Then it was off around Dry Salvages, and then the paddle into Rockport Harbor and the Granite Pier, this but a mile from the enforced relocation of the parked cars. As the expedition arrived at the Granite Pier the rain began.

Turned out to have been a nice outing to open the new season, despite the initial setbacks dealing with the local bureaucracy. And the parking lot, so officially reserved for just local residents with stickers? I checked back later to see. Nobody there. Thanks for helping out on a local town project, folks, just don't park your cars here.



Heading out from Loblolly Cove at last.



These are boats? The Lozanos and Don Betts assemble the Kleppers. Henry Szostek views the finished Klepper with some reservations. But, he had to admit it was easier to get to water than his peapod.

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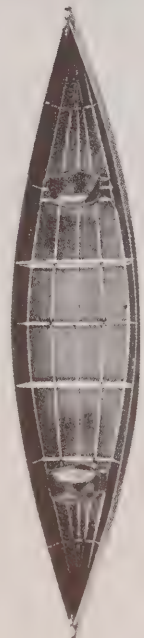
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Paddling a Bit in Buzzards Bay

Report & Photos by Bob Hicks



The wind was supposed to switch around to southwest during the day so Chuck decided we'd head out of Megansett Harbor downwind on the existing northeasterly still blowing about 12 to 15 knots. The heavy thunderstorms and rain of the earlier part of the morning had departed but the gray overcast and insistent wind kept hanging in there. Yet there were 20 kayaks collected on the beach by the town landing in North Falmouth on Buzzards Bay for the May 12th sea kayak gathering organized by Chuck Wright. "I had hoped more locals would turn out to see what sea kayaking is all about," Chuck mentioned. He was delighted with the turnout but virtually all had come some distance to take part.

When it became apparent that no new people were likely to turn up to see the gathered fleet, we departed towards the south on the wind, paddling in clusters along the coast to round Nye's Neck and into Wild Harbor to stop for lunch there on the beach. About 2-1/2 miles. From the beach a small tidal inlet led inland and some of us paddled on in following Chuck. A turn into a very narrow stream led under a tiny bridge and then down the "rapids" into a tidal pool trapped behind the beach. On the return the "rapids" created a minor obstacle. It was a laugh because they were just a turbulent spot over some rocks, but it proved impossible to paddle back over them against the current, no water, just wet rocks. So Ken Fink stood there shin deep handing each kayak up over the turbulence, wincing each time one bashed onto a rock. "I hate to see these boats get beat up like this," Ken remarked. Well, it wasn't all that bad, some scratches perhaps. A ridiculous spot, awkward but totally devoid of risk save to the bottom gel coat or paint on the boats.

Well, the group sort of began to paddle off after lunch back out towards the point of Nyes Neck. No decision had actually been taken to go back, or to carry on further down the coast. The trend just sort of set in back towards Megansett. Rounding the point, it was then about a two mile bash into the teeth of the still insistent northeast wind. No southwester.

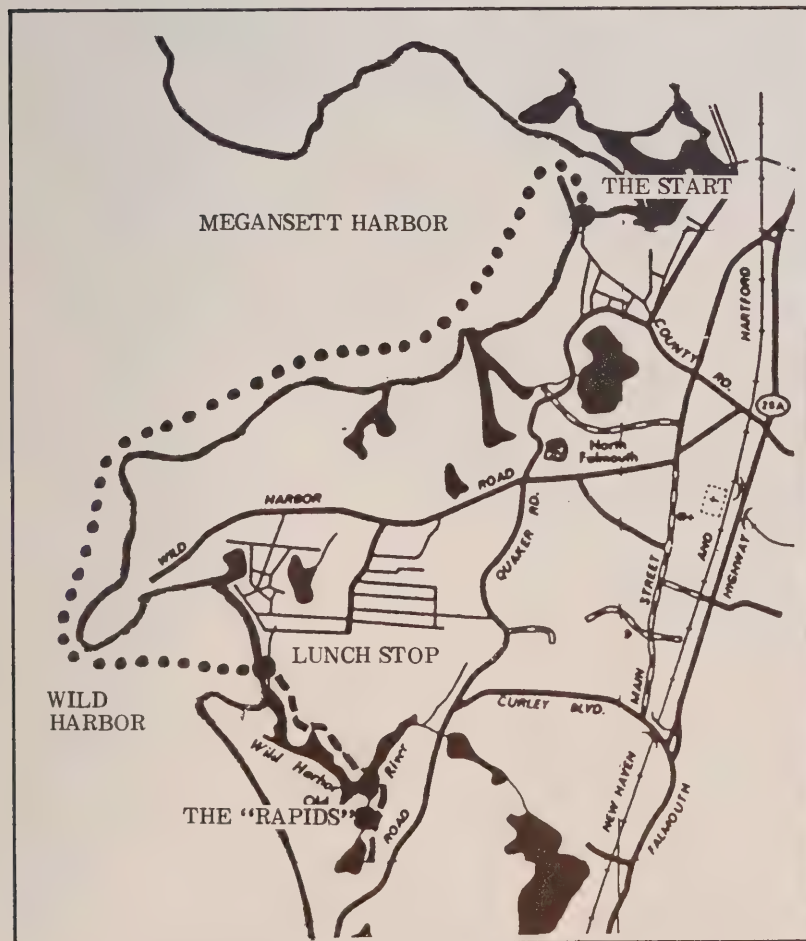
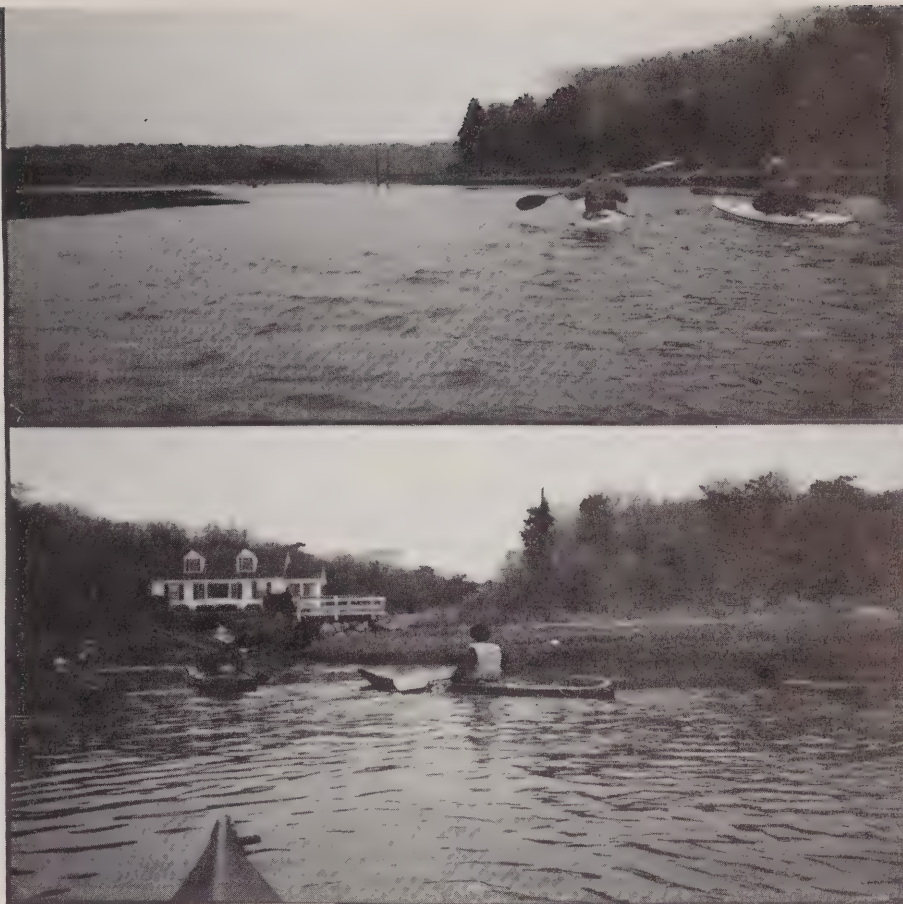
Left, from top: A short trip down the shore: Departure, enroute, and LUNCH!

A short but steep wind chop made it splashy and some doggedness was required of us novices to press on into it, but that's the way it was. A couple of stops enroute out on the water to chat up some new arrivals just coming out, but by 2:30 or so we were all back ashore behind the breakwater and I didn't hear any beefing about it being too short a trip from anyone. "I thought they'd be wanting to go further," Chuck commented. He'd planned 8 to 12 miles, we did about 6 counting the funny business in the creek.

Well for some it was the first outing of the year, for others it was plenty at their novice level of skills. And even Ken Fink was smiling. He's an expert for sure, and had come all the way from Maine. "We don't have many chances to come down this way," he explained, "and it was a pleasant outing for us."

Chuck Wright has been leading canoe trips around the Cape Cod area for a number of years and now he's moving on into sea kayaking. This first effort, despite the wind and threatening skies, was well received and surely well supported. Chuck's next trip is on July 14th when he'll lead interested sea kayakers from Quisett Harbor at Woods Hole on out to nearby Naushon Island. Want to go? Call Chuck at (617) 564-4250.

Right from top: The river trip, heading inland, the bridge is spotted, and then "shooting the rapids!"



What's happening...



SUMMER SEA KAYAKING IN BOSTON HARBOR

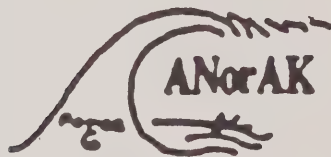
The folks at Aqua*Ventures in Boston, MA have quite a summer schedule planned for all levels of sea kayakers. Details are as follows:

JULY 7: Boston Harborfest on Lovell's Island, free sea kayak instruction and boat trials, for non-paddlers as well as those already involved but looking to try alternative boats. Fee is only the \$3 ferry ride to George's Island from where a free shuttle boat takes you to Lovells. Bring swimsuit, lunch, etc., boats and necessary gear provided.

JULY 13-14: Teaching Tour, weekend instruction in paddling, navigation, safety, tides, etc. with overnight campout on an island. For details on this event contact Outdoor Center of N.E. at (413) 659-3926.

JULY 20: Day trip with instruction similar in concept to July 13-14 weekend but one day only. Again, contact Outdoor Center of N.E. at (413) 659-3926.

JULY 27: Day trip for beginner level paddlers with instruction and lunch on an island, leaving from Hull, MA. \$55 fee includes everything but your personal attire. Contact Aqua*Ventures at (617) 524-6239 or (617) 391-5954.



SUMMER SEA KAYAKING

Here are several outings for interested sea kayakers during the next couple of months:

JULY 6-7: Casco Bay weekend in Maine. Contact Don Betts at (718) 855-3659.

JULY 13: Around Manhattan Island. Very early 5 a.m. start. Contact Chuck Sutherland at (718) 767-5020.

AUGUST 10-11: Sea Kayak Symposium, Castine, ME, sponsored by CANOE magazine and L.L. Bean. Call (207) 865-4761, ext. 2090. Limited to 250 participants, \$40 fee.

AUGUST 24-25: Narragansett Bay, Prudence Isl. etc. Contact Chuck Sutherland at (718) 767-5020.

FALL CAMPOUT: Chuck Sutherland is interested in a fall campout somewhere on Chesapeake Bay and invites comment from potential participants. Call him at (718) 767-5020.



Wooden Canoe Heritage Association, Ltd.

WOODEN CANOE ASSEMBLY

The Wooden Canoe Heritage Association will hold its national assembly this year July 25th through the 29th at Paul Smith College in Paul Smiths, NY in the Adirondack country. For all the details write to the WCHA, P.O. Box 5634, Madison, WI 53705.



Merrimack River Watershed Council

MERRIMACK RIVER CANOEING

The Merrimack River Watershed Council has a couple of canoe trips scheduled this summer on sections of the river in New Hampshire and Massachusetts. On July 20th the trip will run from Concord to Hooksett, NH, 14 miles. It is all flat-water with one portage and a number of islands to explore. On August 17th the trip is from Methuen to Groveland, MA, 9 miles, timed for tidal conditions with four islands to explore. For further information call the Council at (617) 363-5777 or (603) 224-8322.

SEA KAYAK INTRODUCTIONS

L.L. Bean has scheduled a series of Saturday sea kayak instruction sessions beginning Saturday June 29th and running through Saturday August 3rd. For \$10 you get a two hour introductory session in a Chinook sea kayak on the Royal River in Yarmouth, ME. You bring appropriate clothing, including old sneakers (you'll get wet feet) and a PFD. Bean supplies kayak and paddle and two hours instruction. Each Saturday has three sessions, at 9 and 11:30 a.m. and at 2 p.m. There will be 5 students per instructor. For details and/or registration, write to L.L. Bean Sea Kayak Lesson, L.L. Bean Retail Store Customer Service Dept., Freeport, ME 04033.

TUGBOAT MUSTER

Ever want to see a working tug closeup? Well, July 6th is the day and Pier 4 in the old Charlestown Navy Yard in Charlestown, MA is the place, from noon to 4 pm. Working harbor tugs, fire boats and harbor pilot boats will all be there on display with a parade planned and supplementary on-land demonstrations. This is part of the Boston Harborfest celebration. Call (617) 523-7611 for further information.



CUSTOM HOUSE MUSEUM SHIPBUILDING EXHIBIT

Newburyport, MA Custom House Museum has opened a new permanent exhibit on shipbuilding in this historic seaport since the early 1700's. This spans pre-Revolutionary days of building ships for sale to British merchants, the 60 year slump following the Revolution, and the golden age of building from about 1840 until the turn of the 20th century. Newburyport turned out such ships as DREADNAUGHT and the last full rigged ship built in Massachusetts, the MARY L. CUSHING, built in 1883. The exhibit includes ship models, half models, tools, paintings, prints, carvings and a diorama of the 1850 era John Currier yard. The Museum is at 25 Water St. in downtown Newburyport, MA and is open weekdays 10 a.m. to 4 p.m. and Sundays from 1 to 4 p.m. Adult admission is \$1.50, group tours can be arranged. For further information call (617) 462-8681.

DORY BUILDING IN JULY

During the month of July, workmen from Lowell's Boat Shop of Amesbury, MA will be constructing a dory at the Custom House Museum in downtown Newburyport, MA. Raffle tickets will be sold for the completed boat by the Museum. The Custom House Museum houses a collection of historical artifacts from the past days of Newburyport's glory as a major New England seaport. For more information contact the Custom House Museum, P.O. Box 306, Newburyport, MA 01950, phone (617) 462-8681.

HEAD OF SOMES REGATTA

July 6th is the date for the Head of Somes Sound Regatta on Mt. Desert Island, ME. The event will cater to rowing singles, doubles and fours, Aidsens, sea kayaks and dinghies. For more details write the Head of Somes Regatta, P.O. Box 899, Southwest Harbor, ME 04679.

SALEM WATERFRONT DAY

July 21st will be Waterfront Day in historic Salem, MA focussed at the Winter Island Park area on Salem Harbor. Many sea related activities are planned ashore and afloat. Boat exhibits and maritime memorabilia are invited as are traditional boats afloat. There is a beach and also a pier. If you would like to participate contact Judith White at (617) 745-0140 for further information.

CANOEING & KAYAKING SOUTHEAST-ERN MASS. IN JULY

The Southeastern Massachusetts Chapter of the Appalachian Mountain Club has a busy season of river and tidal and ocean canoeing and kayaking outings open to all interested persons. For the rest of July the following are scheduled:

JULY 4: Tidal paddling at Hadley Harbor on Naushon Island, for strong canoeists. Call Chuck Wright at (617) 564-4250.

JULY 5-7: White water paddling on the Androscoggin River in northern NH. Classes 1 and 2. Call Ed York at (617) 385-6118.

JULY 13-14: Flatwater paddling on the Ipswich River in Topsfield, MA in Mass Audubon areas, river and marsh. Call Judy O'Bryant at (617) 587-3370.

JULY 14: Kayak Quisset Harbor, Woods Hole and to Naushon Island, a beautiful location. Call Chuck Wright at (617) 564-4250.

JULY 15-21: Wilderness paddle in Maine for a week at as yet undetermined location. Call Ruth Irwin at (617) 447-4637.

JULY 20: Tidal paddling on the Nauset River in Eastham, to the ocean, picnic, surf, swim. Call Bob Scolomiero at (617) 848-8396.



SEBAGO CANOE CLUB

JULY OUTINGS

The Sebago Canoe Club is NOT located in Maine, but in Brooklyn, NY. The name derives from the club's summer location on Lake Sebago in New York. This club caters to paddling and sailing canoeists and kayakers as well. Their July calendar looks like this:

TUESDAY EVENINGS: Sea kayak instruction by Chuck Sutherland at the club at Paerdegat Basin. Call (718) 767-5020.

JULY 4: Harbor Festival, paddle New York Harbor and out around the Statue of Liberty as part of Harborfest. Call Francine at (212) 796-3226.

JULY 6: Milstone River, picture yourself on a boat on a river with tangerine trees and marmalade skies. Call Jim Parson at (718) 331-0433.

JULY 14: Service Trophy Sailing Races.

JULY 20-21: ACA Class National Championship sailing races at the club. Call Gus Schultheiss at (718) 441-4321.

JULY 27: Phantom Trip led by Lester Modell.

JULY 28: Togetherness sailing races, two in a canoe.

For more information about the Sebago Canoe Club, which was organized in 1933 and has its own clubhouses on Jamaica Bay and Sebago Lake, contact Gus Schultheiss at (718) 441-4321 about membership.

ALDEN



OCEAN SHELL ASSOCIATION

ALDEN OCEAN SHELL CALENDAR

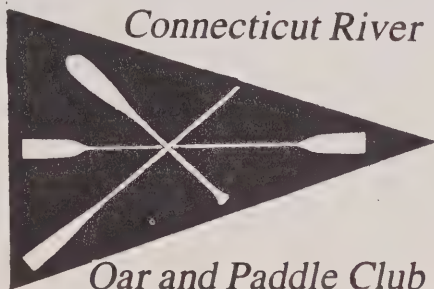
Two events in July are still on and one has been cancelled for those who enjoy Alden Ocean Shells.

JULY 13: Family FunTime, rowing and racing on the Squamscot River in Stratham, NH. A relaxing day, hot dogs provided, bring your own liquid refreshments and chairs, 4-1/2 acre grounds at riverside. Call Tina Bayer at (603) 436-7402.

JULY 13: Squamscott Scullers Regatta, Stratham, NH. Three miles, hosted by the Ernie Bayers, 371 Washington Rd. Rye, NH 03870.

JULY 20: Thirteenth Annual Isles of Shoals Race, 8-1/2 miles of open ocean from the islands to Kittery Point hosted by the Arthur Martins, P.O. Box 261, Kittery Point, ME 03905.

JULY 27: Ninth Annual Casco Bay Cruise has been CANCELLED. Maybe next year.



Connecticut River

Oar and Paddle Club

JULY 13: Rocky Neck - Four Mile River Cruise will leave the Four Mile River Launch Area off Rt. 156 in the eastern part of Old Lyme at 9 am for exploration of islands and shoreline around Rocky Neck State Park and Giants Neck/Black Point estuary. A longer 14 mile cruise can depart the Persson Yard in Old Saybrook if desired.

JULY 27: Rounding Bell 8, Long Island Sound will depart the Persson Yard at 10 am or earlier for this approximately 10 mile exercise in cruising navigation.

For information on taking part in these, or other, activities of the club, write to them c/o Jon Persson, 18 Riverside Ave., Old Saybrook, CT 06475, phone at (203) 388-2343.

MAINE TSCA MEET

July 20th is the date for the Traditional Small Craft Association of Maine's Eagle Island Escape, a row/sail out to the summer home of Admiral Peary for a tour and picnic on the beach. The group will leave from Dolphin Marine in South Harpswell, ME. Contact Michael Porter at (207) 846-3145 for further details.

MAINE MARITIME MUSEUM



JULY AT MAINE MARITIME MUSEUM

JULY 21-22: Friendship Sloop Weekend. The sloops sail upriver to the Percy & Small Shipyard early Sunday afternoon for two days gathering before moving on to Boothbay Harbor for racing midweek.

For details contact the Maine Maritime Museum, 963 Washington St. Bath, ME 04530, phone (207) 443-1316.

AUGUST AUCTION AT MAINE MARITIME MUSEUM

August 31st is the date for a marine consignment auction at the Bath, ME Museum, so it's not on for a while yet. BUT, if you want to consign an appropriate item of your own nautical gear (or boats) you should get your plans into the works now. This will be quite a fine opportunity to sell something (and then buy something else). The auction will benefit the Museum with 10% commission taken off the successful bid on any item. A catalog of items to be offered will be printed mid-July so consignment should be made early enough to be included. Small boats, marine engines, maritime art and antiques, yacht furniture, boating equipment, cruising gear, books and such will all be considered. Acceptance will be determined by the auction committee. Contact Maine Maritime Museum, 963 Washington St., Bath, ME 04530 for consignment forms.



ANTIQUE YACHTING ETC.

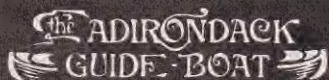
ANTIQUE & CLASSIC BOAT REGATTA

July 20th and 21st is the weekend for this rendezvous of antique and classic boats to happen at Pier 4 in the old Charlestown Navy Yard in Charlestown, MA. The affair will include judging of boats, public display, a parade and supplementary on-shore exhibitions. Saturday afternoon activities at the pier are open to the public. Sunday's parade may be viewed from several shore locations along the route. Boats of any type of motive power are invited, motor, sail, oar, paddle. Antiques are pre-1942, classics pre-1967. They need not be in show condition, this is intended as a gathering of the old time boats for enjoying them in any state of being (including shore-bound). For details on taking part or spectating, contact the Boston Educational Marine Exchange at (617) 523-7611.

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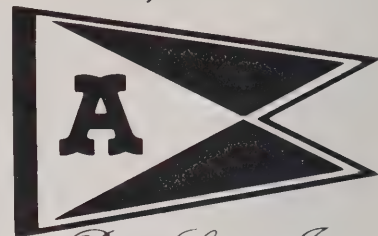
The Thousand Islands Shipyard Museum on the St. Lawrence in Clayton, NY will host a gathering of the indigenous historic St. Lawrence River skiffs on July 20th and 21st. Included in the program will be clinics on sailing and rowing these unique craft, maintenance and restoration. Weather permitting, racing will be organized for all comers in these boats. The rally will include a sort of scavenger hunt event using three person teams in each skiff entering. In this event, entrants must use their own skiffs. Hands on tryouts will be offered also. For more details contact the Shipyard Museum at (315) 686-4104.



ANTIQUE & CLASSIC CRAFT INVITED TO MYSTIC SEAPORT MUSEUM

The 10th Annual Antique & Classic Boat Rendezvous at the Seaport will be on July 27th, but now is the time to get your boat entered if you plan to take part. Wooden power and sailing craft built prior to 1940 with fixed accommodations are eligible. They must be capable of reaching the Seaport under their own power (or sail). The Saturday program includes dress ship inspection and an afternoon parade downriver led by the steamboat SABINO, complete with Dixieland band. Typical entry in prior years has included old schooners from the 1890's and turn of the century motor craft, about 40 in all taking part. Over 10,000 onlookers have lined the banks of the river to view the Saturday afternoon parade, many boat crews decked out in period costumes. To participate, contact the Antique & Classic Boat Rendezvous Committee, Mystic Seaport Museum, Mystic, CT 06355, phone (203) 572-0711.

The Antique and Classic



ANTIQUE & CLASSIC BOAT SHOWS IN JULY:

The antique and classic boats are on the water and will be gathering at the following shows during July:

JULY 12-14: Matthews Owners 8th Rendezvous in NY or CT (to be announced). Call E.M. Penny at (516) 728-0668.

JULY 13-14: Lake Hopatcong 11th Annual Show at Lake Hopatcong, NJ Yacht Club. Call Clifford Shipman at (201) 387-0017 eves.

JULY 13: Alexandria Bay Vintage Boat Show at Upper James St. Dock in Alexandria Bay, NY. Call John Russell at (315) 482-9911.

JULY 20: Southern New England Show. Call Hank Conkey at (413) 569-3577.

JULY 20-21: Finger Lakes Antique & Classic Show, Brewerton, NY on Oneida Lake. Call Jim Brenman at (315) 446-1023.

JULY 20-21: St. Lawrence Skiff Weekend, Shipyard Museum, Clayton, NY. Call Bo Collins at (315) 686-4104.

JULY 26-28: Mystic Seaport Museum Show, Mystic Seaport, CT. Call Virginia Jones at (203) 572-0711, Ext. 318.

JULY 27: New England Show, Weirs Beach, NH on Lake Winnepesaukee. Call Andy Moores at (603) 528-1480.



CONSTITUTION MUSEUM & HARBOR- FEST EVENTS

From July 2nd through 7th the U.S.S. Constitution Museum will have a special display of 30 ship models crafted by members of its Model Shipwright Guild, along with other maritime craft demonstrations at the Museum in the old Charlestown Navy Yard in Charlestown, MA. And on July 4th OLD IRONSIDES will make its annual turnaround cruise out into Boston Harbor. For further information call (617) 242-5670.



CONTEMPORARY BOATBUILDERS EXHIBITION

The Brookfield Craft Center of Brookfield, CT has a summer long program in traditional wooden boat building scheduled, and in connection with the courses, Brookfield is planning on two juried exhibitions of handmade small craft, one July 5-14 at Brookfield, the other July 20-28 at Norwalk where on-the-water conditions are available.

Judging will be done by Lance Lee, John Gardner, Simon Watts and Ken Bassett. Boats must be under 30 feet in length, under 20 feet in height including any masts/spars. If you want to be considered as an exhibitor of an acceptable craft you have built yourself, send for an application brochure to the BCC Boatbuilding Exhibition, P.O. Box 122, Brookfield, CT 06804.

BROOKFIELD BOATBUILDING CLASSES

The Brookfield Crafts Center in Brookfield, CT has scheduled some summer boatbuilding classes taught by the leading experts in their fields. Here's the July schedule:

JULY 8-10: Strip Plank Boatbuilding with Rob Lincoln of RKL Boats. \$150.

JULY 15-19: Practical Lofting with Robert Prothero of the Pacific northwest. \$225.

July 20: Half Models as Design Tools with John Gardner of Mystic Seaport Museum. \$60.

JULY 22-26: Cedar and Canvas Canoes with Horace Strong. \$225.

For a complete brochure write to Brookfield Craft Center, Box 122, Brookfield, CT 06804.

RADIO CONTROLLED MODEL YACHT RACING IN JULY

Model yacht racing for July around New England is as follows:

JULY 4: Rosemary 85 Regatta, Needham, MA, Any Class. Call Ed Walton at (617) 449-2662.

JULY 6: Wischer - Schoenstein, Hecksher, NY, Class 3UR. Call Jack Patton at (516) 421-1135.

JULY 7: Schooners & Operating Scale, Needham, MA, Scale Models. Call Ed Walton at (617) 449-2662.

JULY 13: Perpetual Memorial, Central Park, NY, Class 10R. Call Richard Plaut at (212) 249-3772.

JULY 14: Invitational M Boat, Housatonic, NY, Class M. Call Robert Mersereau at (203) 226-9370.

JULY 20: Arges Memorial, Central Park, NY, Class M. Call Richard Plaut at (212) 249-3772.

JULY 27: Melnick Memorial, L.I. NY, Class 3UR. Call Edward Helme at (516) 883-8453.

EVERY TUESDAY NIGHT: Under the lights at Rosemary Lake, Needham, MA 6 pm until the wind dies. Call Ed Walton at (617) 449-2662.

MCKC PADDLING OUTINGS FOR JULY

JULY 4: Around Manhattan tidal trip, 32 miles carefully planned to be enjoyed by anyone in reasonably good physical condition, not a marathon exercise. Call Larry Stone at (516) 482-2752 eves.

JULY 4-7: Best available white-water flowing. Call Curt at (201) 245-6492 eves.

JULY 5-7: Best available Class I-II. Call Kirk Van Tassel two weeks in advance to discuss possibility of one, two, or three day trip at (212) 749-6784 eves.

JULY 13-14: Delaware River, Lambertville, NY. Enjoy the national canoe poling championships and do some paddling or poling of your own. Call Mike Dorsky at (516) 593-4952 eves.

JULY 13-14: Toms River, NJ brownwater, joint trip with the Garden State and Monoco Canoe Clubs. Call Bill Weiler at (201) 356-3289 eves.

JULY 20-21: Farmington River CT best available whitewater. Call Larry Stone at (516) 482-2752 eves.

JULY 19-22: Pine Barrens, NJ brownwater, a long lazy summer weekend for as many days as you like. Call Leon Recht at (212) 734-6786.

JULY 27-28: Delaware River, Bushkill to Belvedere (Delaware Water Gap) Class I, a spectacular stretch of the river, camping and rentals available. Call Kirk Van Tassel at (212) 749-6784 eves.



CCRA EVENTS FOR JULY:

The Connecticut Canoe Racing Association has the following calendar of racing and cruising events for July:

JULY 14: The Connecticut River Race, a 14.4 mile flatwater race for open canoes and downriver kayaks starting at the state ramp off E. Barber St. in Windsor, CT and finishing at the ramp at Glastonbury Ave. in Rocky Hill, CT. Contact Geoff Latsha at (203) 653-4312.

STEAMBOATS AT CLAYTON

On July 6th and 7th the annual flotilla of steamboats will arrive at the Shipyard Museum in Clayton, NY for a stopover, a great chance to see many variations on the theme of steam. For further information call (315) 686-4104.

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NORA MITCHELL, Ipswich, MA, (617) 356-2060 eves. (4)

18' NOVIHULL, wooden, bare. Reframed, was in water in 1984. \$500 or best offer. RACKET SHREVE, Salem, MA, (617) 744-4324. (4)

MAD RIVER MONARCH with spray cover, two bent shaft canoe paddles, one Quill double paddle, spare rudder and fittings. All in very good condition. \$1500. RICHARD GITZ, Andover, MA (617) 689-0077 days, (617) 470-3726 eves. (4)

14' WHITEHALL, classic cedar hull, mahogany trim, excellent condition, complete with one pair of oars and new Highlander tilt trailer. \$1400 for complete outfit.

TIM ELLIS, Wiscasset, ME, (207) 882-7323. (5)

SEVEN 17' SAILBOATS, AMF Alcore Puffer class, used but complete with sails, all in good condition. \$1000 each. TIM ELLIS, Wiscasset, ME, (207) 882-7323. (5)

26' SKIPJACK datsailer, yellow pine plank, 1973. Dacron sails. \$2500. DAVE KNOWLTON, Ipswich, MA, (617) 356-5121 weekdays. (5)

16' SWAMPSCOTT DORY, sailing fiberglass model with two sails, 6hp Evinrude, trailer and long sweeps. \$3500. RONALD OBER, Gloucester, MA, (617) 283-6419 eves, (617) 922-0225 days. (5)

20' SKIPJACK, wood, good condition, ready for camp cruising. In water or easily trailered. Reasonable. JIM RITTER, Easthampton, NY (516) 324-7051 eves.

16' SAILING KAYAK. Yawl rigged canvas covered, carries two paddling, one sailing. Complete, nearly new, used only one half season. Pop it on the top of your car and away you go. \$500. RICHARD ZAPF, Georgetown, MA (617) 352-6135 eves. (4)

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25' BOLGER BLACK SKIMMER, leeboard sharpie cat yawl. Excellent condition, sailaway. \$9000 firm. LANCE GUNDERSON, 29 Reservoir St., Cambridge, MA 02138. (4)

21' SHARPIE KETCH, Lightfoot class. 6 hp Evinrude, excellent trailer. Cockpit cover. Special heavy duty tent for fine boat camping. 1/2" plywood, fir framing, WEST System. Sails by Nathaniel Wilson. All sound condition. \$2500. BARRY TARGAN, Greenwich, NY (518) 692-9409. (4)

16' CRAWFORD SWAMPSCOTT DORY. 1979, looks like new. Tanbark sails, oars, Seagull, trailer. \$3500. ARNOLD MILLS, Scituate, MA (617) 545-3606. (4)

29' CLASSIC KETCH, Sparrow. Sleeps 4, excellent condition. Sailaway, in water. \$16,500. JOHN BURKE, Hyannis, MA (617) 771-8442. (4)

OLD TOWN SAIL RIG, for canoe. New 1974, some mildew on cotton sail. Includes rudder, tiller, leeboards, etc. DR. MILLS KING, Haverhill, MA (617) 372-6703. (4)

31' ALDEN SCHOONER, built 1930's. Bald headed gaff rig. All original equipment except for dacron sails and Perkins diesel. Located out of water in Danvers, MA.

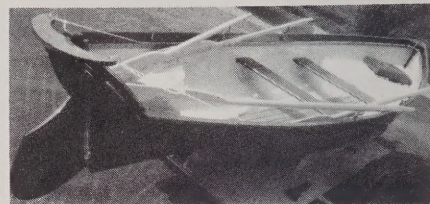
CALL (617) 631-2976 for details. (4)

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JOHN GARBER, Boston, MA. (617) 267-5148 or (413) 628-4576. (4)

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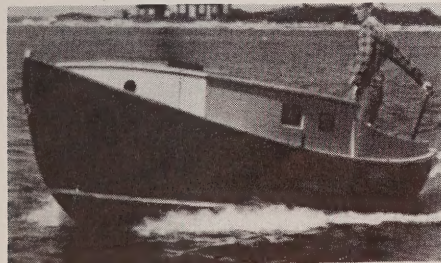
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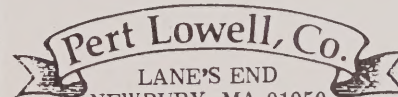


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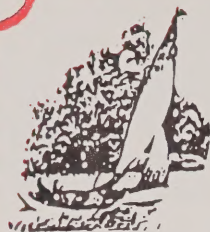
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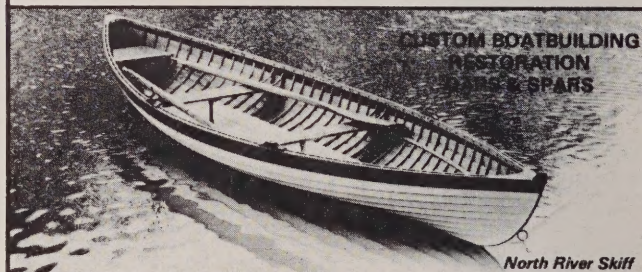


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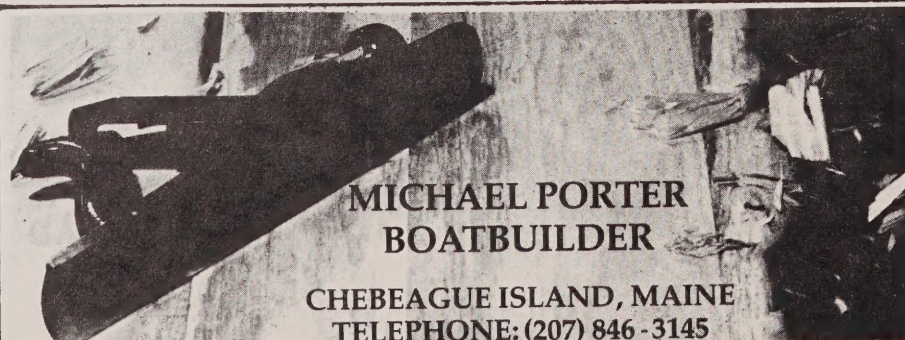
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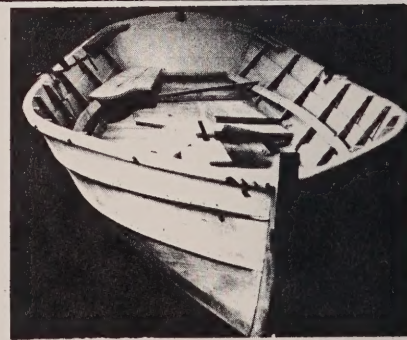
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